

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

200 W. Washington, Suite 301
Indianapolis, IN 46204
(317) 233-0696
<http://www.in.gov/legislative>

FISCAL IMPACT STATEMENT

LS 6767

BILL NUMBER: HB 1237

NOTE PREPARED: Jan 7, 2008

BILL AMENDED:

SUBJECT: Extra Heavy Duty Highway Route.

FIRST AUTHOR: Rep. Stutzman

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill provides that sections of U.S. 20, State Road 13, State Road 120, State Road 5, and State Road 327 are designated as extra heavy duty highways. It removes a certain weight restriction on a section of U.S. 20 already designated as an extra heavy duty highway.

Effective Date: July 1, 2008.

Explanation of State Expenditures: The estimated expenditures for this proposal total \$66,224,000. The funds affected are the state Highway Fund and federal funds.

Background Information: The Indiana Department of Transportation provided the following information, which shows the estimated costs of the various components of this proposal.

Mainline Pavement and Shoulder - Using an average bituminous overlay depth of five inches and an average cost of \$600,000 per mile, the estimated cost of upgrading the existing pavements are the following.

Composite Pavement 13" depth U.S. 20	21.99 miles x \$600,000/ mile =	\$13,194,000
Composite Pavement 13" depth S.R. 13	2.33 miles x \$600,000/mile =	\$1,398,000
Total Rehabilitation Cost		\$14,592,000

Pavement Replacement Cost - The S.R. 5 pavement section from S.R. 13 would need to be considered for

complete replacement due to a thin pavement section (9" bituminous) and narrow pavement width (20"), which would not meet design criteria for extra heavy loads. This section of the roadway has vertical and horizontal alignment issues that would not meet design standards.

The S.R. 327 pavement section from U.S. 20 to the Michigan state line would need to be considered for complete pavement replacement due to a thin pavement section (11"), which would not meet design criteria for extra heavy loads. This section of the roadway also has vertical and horizontal alignment issues that would not meet design standards. The following table shows the estimated impact of total pavement replacement. The estimate is based on a pavement replacement cost of \$2.6 M per mile (18" bituminous pavement with 6" subbase @ 44" width, not including R/W).

Pavement Replacement S.R. 120	5.28 miles x \$2.6 M/mile =	\$13,728,000
Pavement Replacement S.R. 5	5.0 miles x \$2.6 M/mile =	\$13,000,000
Pavement Replacement S.R. 327	8.04 miles x 2.62 M/mile =	\$20,904,000
Total Pavement Replacement Cost		\$47,632,000

Bridges and Small Structures - Two bridges on the proposed route would need to be rehabilitated to meet extra heavy loading requirements.

U.S. 20 bridge over Turkey Creek rehabilitation cost =	\$500,000
S.R. 327 bridge over Pigeon rehabilitation cost =	\$500,000
Total bridge cost =	\$1,000,000

Four small structures on the proposed route would also need to be replaced to meet extra heavy loading. The following table shows the estimated cost for the four structures.

S.R. 5 over Page Ditch replacement cost =	\$500,000
U.S. 20 over Stoner Ditch replacement cost =	\$500,000
U.S. 20 over Fly Creek replacement cost =	\$1,000,000
U.S. 20 over East Buck Creek replacement cost =	\$1,000,000
Total	\$3,000,000

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Department of Transportation.

Local Agencies Affected: LaGrange County.

Information Sources: Lew Kreger, Systems Assessment Manager, INDOT, Ft. Wayne District, 260-969-8308.; Chris Kiefer, Legislative Liaison, Department of Transportation, 317-233-3601

Fiscal Analyst: James Sperlik, 317-232-9866.